

Approved For Release 2001/09/19 : CIA-RDP82-00457R000300360001-9

SECRET

INFORMATION REPORT

CD NO.

COUNTRY Yugoslavia

SUBJECT Yugoslav Merchant Marine

DATE DISTR. 4 Feb 1949

NO. OF PAGES 4

PLACE 25X1A6a

ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.
25X1X6

**SUPPLEMENT TO
REPORT NO.**

1. The Yugoslav "Ministry of Navigation FNRJ" was established for the correct management, usage, maintenance and renewal of the merchant marine. The "General Management of the Merchant Marine" falls under this Ministry; it is located in Fiume and has two main subdivisions, (a) "Division for Free Navigation" (covers all traffic with foreign countries), and headed by the "Yugoslav Maritime Agency" in Belgrade, head office in Knez Mihailova St. No.31; and (b) "Division for Transportation of the Adriatic" headed by The "Adriatic Maritime Agency" head office at Fiume, Quay of the Yugoslav Navy No.8
2. As the entire property of the former maritime organizations "Jadranska Plovidba", "Dubrovačka Plovidba", "Zetska Plovidba" and "Oceanija", (as well as other individual owners of commercial vessels) was nationalized and passed to the ownership of the state, the new following divisions were formed:
 - a) under the Division for Free Navigation:
 - 1) Yugoslav Free Navigation
 - 2) Yugoslav Navigation for Determined Routes
 - b) Under the Division for Transportation on the Adriatic:
 - 1) Adriatic Free Navigation
 - 2) Adriatic Navigation along Regular Routes
3. Within the Division for Free Navigation is the Yugoslav Free Navigation with its main office at Fiume. The distinguishing characteristics of vessels belonging to this division is that all smokestacks are painted blue with a white band and a red five-pointed star. The following vessels comprise this agency:

- KOSMAJ	7,500 tons capacity
- BEOGRAD	9,800 tons capacity
- BANJA	10,000 tons capacity

[illegible]

This document is hereby regraded to **CONFIDENTIAL** in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

~~SECRET~~

~~NO CHANGES in class.~~

~~DECLASSIFIED~~

Class. ~~CONFIDENTIAL~~ 73

File No. 100-44388-100

Auth: DA 100

Date: 17 MAY 1978

Approved For Release 1999/09/09 : CIA-RDP82-00457R002300360007-4

~~SECRET~~

25X1A2g

CENTRAL INTELLIGENCE AGENCY

~~CONFIDENTIAL~~

- DUBROVNIK 8,800 tons capacity
- DURMITOR 9,500 tons (restored and modified in April 1948 at Fiume. Vessel's speed is 13 miles an hour.)
- SV. ANERIJA 9,500 tons capacity
- KORENICA 8,000 tons capacity
- KOZARA 8,000 tons capacity

For the Yugoslav Free Navigation the vessel ZAGREB (former VOCTORE) is being repaired in the shipyard "Vicko Krstulovic" in Split.

4. Yugoslav Navigation Along Regular Routes has its main office in Fiume. It maintains communication lines with Turkey, Egypt, Northern Europe, South and North America and India. The following vessels belong to this agency:

BOSNA 12,000 tons, route Bombay-Karachi (the vessel is of a "Longe Bridge" type. Arrived at the shipyard at Fiume from Kiel in March 1948. Speed, 13 miles an hour).

PARTIZANKA of 6,209 tons (purchased in Sept. 1947 in Portugal. Formerly known as S/S CITY OF LISBON. It is a large passenger vessel and can carry 730 passengers of which 472 can travel first class. The vessel was constructed in 1927. Speed 18 miles an hour. Equipped with radar, gyrocompass, electrical apparatus for sound measurement of depths, radio telegraphy and automatic fire detectors and extinguishers. Her maiden voyage was made in October 1947 to Australia, and since then she operates on the line to Argentina).

RADNIK, a former American vessel travels to New York and Canada ..

LIVNO of 7,000 tons. Communication with Northern Europe (maximum speed 11 miles per hour; Commander-Captain is Niko Halc from Split; Political Commissar and First machinist is Ante Jakovsic).

PLITVICE of 7,000 tons; communication with Northern Europe.

POLGORA of 5,500 tons; communication with Northern Europe.

SPLIT of 5,500 tons; communication with Northern Europe.

TOPUSKO a former German vessel of 3,000 tons, communicates with Istanbul and the Near East.

SUTJESKA of 5,500 tons; communicates with Istanbul.

5. Within ^{the} Division for Transportation on the Adriatic is the Adriatic Free Navigation with the main office at Fiume. The vessels are distinguished by smokestacks with a white belt on which there is a red five-pointed star. The following vessels belong to this agency:

PROZOR of 5,500 tons

BOJANA former German vessel of 2,000 tons.

IAV of 300 tons

PCELA of 450 tons

GALEB of 800 tons

~~SECRET~~~~CONFIDENTIAL~~
~~SECRET~~

~~SECRET~~

25X1A2g

CENTRAL INTELLIGENCE AGENCY

~~CONFIDENTIAL~~

About 65 motor boats with a capacity range of 50 to 200 tons.

6. Adriatic Navigation Along Regular Routes has its main office at Fiume. It maintains short (daily) routes along the Dalmatian coast. Vessel characteristics are white smokestacks with a red five-pointed star. The following vessels belong to this agency:

KOSTRENA of 180 tons for passengers and goods.

SIPANJ of 400 tons for passengers and goods.

DALMACIJA of 300 tons for passengers and goods.

RAB of 300 tons for passengers and goods.

EAKAR of 300 tons for passengers and goods.

7. The following are vessels of the Merchant Marine which are not listed under the above agencies:

PRENJ, former BOSANKA of 6,200 tons (restored in the "Viktor Lenac" shipyard at Fiume in October 1947.)

SIBENIK, former NETTY

SOLTA, former DUBAC

TARA, former CARMEN

UZICE, former BIHAC

BIOKOVO, former ALEKSANDAR I

BIHAC, former PRINCE ANDREJ

KORCULA, former SENG

KORDUN, former FRANCA of 9,400 tons (restored in December 1947 in the "Vicko Kratulovic" shipyard in Split)

KORNAT, former SRECA

KRAGUJEVAC, former IVAN TOPIC of 6,500 tons.

GORICA, former MARIJA PETRINOVIC

VIS, former MALAGA (arrived at Fiume from London in April 1948; 3,140 tons, speed 10 miles per hour. Built in 1935, intended for passenger and freight service).

Tanker JAJCE of 9,700 tons (vessel was purchased in Liverpool in September 1947. Speed 11½ miles an hour. Vessel was built in 1930).

SABAC of 4,855 tons (vessel obtained on basis of war reparations from Germany; built in Stetin in 1922; length 105 meters, width 14. meters; 1,300 horse power; speed 8 miles per hour).

~~SECRET~~~~CONFIDENTIAL~~~~SECRET~~

~~SECRET~~

25X1A2g

CENTRAL INTELLIGENCE AGENCY

~~CONFIDENTIAL~~

LOSING of 7,653 tons (received as reparations from Germany and arrived at Fiume port in November 1946).

KUPARI (passenger vessel - steam driven, completed in Kraljevica shipyard in August 1947).

UCKA (repairs on this vessel made at Kraljevica in August and September 1947.)

ISTRA, former SPLIT(steam passenger vessel) completed in the "Vicko Krstulovic" shipyard in Split in October 1947.)

SUMADIJA

LAPAD

GRANAC, former CETINA

KRALJEVICA, former KNIN

VOJVODINA, former SRBIN

TIKOK, vessel of 5,000 tons

PLABNIK, 4,500 ton vessel

LRVAR, 9,000 ton vessel, purchased from the Belgians, speed 14 miles per hour.

SKRAJIN - passenger steamship.

PRIMORJE - motor vessel

8. In Norway, at the "Greker" shipyards, there are two vessels under order, each of 4,100 tons capacity and 14 miles per hour speed. Both are freighters; one should be delivered by the end of 1948 and the other during 1949.

Two trans-oceanic vessels are under order, each of 9,000 gross tons registry, with a speed of 16 miles an hour have been ordered from the Amsterdam shipyards in Holland.

Two motor vessels have been ordered from the "Hardinxveld" shipyards. They are to be freighters, each of 3,600 gross tons, and with a speed of 16 miles per hour.

~~SECRET~~

~~CONFIDENTIAL~~

~~SECRET~~